
Appendix E:
Simon Kenton Trail PCR



Section: Simon Kenton Trail
 Log mile: 0.0 to 0.9
 Description: Mitchell Blvd to Kensington Pl

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5	x					x	0.3	0.6	1	0.6	0.8	1	0.3	1	1.5
RUTTING	10			x	x			0.3	0.7	1	0.6	0.8	1 *	1	0.6	6
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	7.5
SUM OF STRUCTURAL DEDUCT (*) =	6
100 - TOTAL DEDUCT = PCR =	92.5

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

191' feet of rutting at mile 0.1. Several small potholes located at mile 0.2. Erosion along trail at mile 0.8 (no apparent pavement damage at this time).

Section: Simon Kenton Trail
 Log mile: 0.9 to 1.7
 Description: Kensington Pl to Red Coach Dr

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5		x		x			0.4	0.7	1	0.6	0.8	1	0.7	0.6	2.1
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5			x	x			0.4	0.7	1	0.5	0.7	1 *	1	0.5	2.5
PRESSURE DAMAGE/UPHEAVEL	5		x				x	0.4	0.6	1	0.5	0.8	1	0.6	1	3
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															7.6	
SUM OF STRUCTURAL DEDUCT (*) =															2.5	
100 - TOTAL DEDUCT = PCR =															92.4	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Upheavel: tree roots impacting ~200' of length of segment north of Home Road (mile 1.1) and 20' of length at mile 1.2. Edge cracking (including spalling) for 94' length under Home Road (mile 1.0). Settlement around pipe at mile 1.3.

Section: Simon Kenton Trail
 Log mile: 1.7 to 2.7
 Description: Red Coach Dr to Cul-de-sac

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10		x		x			0.6	0.8	1	0.7	0.9	1 *	0.8	0.7	5.6
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5		x				x	0.4	0.6	1	0.5	0.8	1	0.6	1	3
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															10.6	
SUM OF STRUCTURAL DEDUCT (*) =															7.6	
100 - TOTAL DEDUCT = PCR =															89.4	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Tree roots (pressure damage/upheavel) at miles 1.8 for 350' and 2.1 for 20'. Four locations of edge cracking / erosion around mile 2.0 -- all repaired (not included in rating). Minor transverse cracking at mile 2.3. Bumpy (base failure) for 130' with 3/4" to 1 3/4" depressions at mile 2.5.

Section: Simon Kenton Trail
 Log mile: 2.7 to 3.5
 Description: Cul-de-sac to OH-334

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5	x			x			0.2	0.6	1	0.4	0.8	1 *	0.2	0.4	0.4
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5		x		x			0.4	0.6	1	0.5	0.8	1	0.6	0.5	1.5
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	1.9
SUM OF STRUCTURAL DEDUCT (*) =	0.4
100 - TOTAL DEDUCT = PCR =	98.1

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Longitudinal cracking at mile 2.7 -- currently sealed. Two locations with tree roots (pressure damage/upheavel) at mile 3.2.

Section: Simon Kenton Trail
 Log mile: 3.5 to 3.9
 Description: OH-334 to Substation

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: 1 @ mile 3.9

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5		x				x	0.2	0.6	1	0.4	0.8	1 *	0.6	1	3
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															5	
SUM OF STRUCTURAL DEDUCT (*) =															5	
100 - TOTAL DEDUCT = PCR =															95	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracking at utility cut at mile 3.9. Longitudinal cracking has mostly been sealed but appears to have opened back up or lengthening (around mile 3.6).

Section: Simon Kenton Trail
 Log mile: 3.9 to 4.9
 Description: Substation to Tremont City Rd

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5		x		x			0.3	0.6	1	0.6	0.8	1	0.6	0.6	1.8
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5			x			x	0.4	0.7	1	0.6	0.8	1	1	1	5
TRANSVERSE CRACKS	10		x		x			0.4	0.7	1	0.5	0.7	1 *	0.7	0.5	3.5
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5			x			x	0.2	0.6	1	0.4	0.8	1 *	1	1	5
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															15.3	
SUM OF STRUCTURAL DEDUCT (*) =															8.5	
100 - TOTAL DEDUCT = PCR =															84.7	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Approximately 200' of longitudinal cracking, some of which has been sealed, at mile 4.2. Settlement at culvert at mile 4.2 (~9" drop with 3/8" transverse crack). Two areas of settlement with 3" depressions at mile 4.3 and four areas of settlement from miles 4.4 to 4.5. Sealed longitudinal cracking at mile 4.5. Three transverse cracks located at mile 4.7. Patch along edge at mile 4.7.

Section: Simon Kenton Trail
 Log mile: 4.9 to 6.4
 Description: Tremont City Rd to County Line Rd

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5			x			x	0.4	0.7	1	0.6	0.8	1	1	1	5
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5		x				x	0.2	0.6	1	0.4	0.8	1 *	0.6	0.8	2.4
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	9.4
SUM OF STRUCTURAL DEDUCT (*) =	4.4
100 - TOTAL DEDUCT = PCR =	90.6

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Transverse cracking at mile 5.5 (2 cracks 200' apart). Significant settlement issues (ranging from 1.5" to 8") at several locations between miles 5.8 and 6.2. Longitudinal cracking for 90' at mile 5.8. Cracking along with settlement at mile 6.1.

Section: Simon Kenton Trail
 Log mile: 0.0 to 0.6
 Description: Mitchell Blvd to Lagonda Ave

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5	x			x			0.3	0.6	1	0.6	0.8	1	0.3	0.6	0.9
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10	x			x			0.4	0.7	1	0.5	0.7	1 *	0.4	0.5	2
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5	x			x			0.2	0.6	1	0.4	0.8	1 *	0.2	0.4	0.4
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5		x		x			0.4	0.6	1	0.5	0.8	1	0.6	0.5	1.5
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	4.8
SUM OF STRUCTURAL DEDUCT (*) =	2.4
100 - TOTAL DEDUCT = PCR =	95.2

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Tree roots (6 over 20') at mile 0.0. Washout repairs (patching) made prior to the bridge at mile 0.0. Longitudinal cracking at mile 0.2. Transverse cracking at mile 0.3.

Section: Simon Kenton Trail
 Log mile: 0.6 to 1.6
 Description: Lagonda Ave to Limestone St

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5							0.4	0.7	1	0.6	0.8	1	0	0	0
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5							0.2	0.6	1	0.4	0.8	1 *	0	0	0
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVAL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0
TOTAL DEDUCT =															0	
SUM OF STRUCTURAL DEDUCT (*) =															0	
100 - TOTAL DEDUCT = PCR =															100	

¹L = LOW

M = MEDIUM

H = HIGH

²O = OCCASIONAL

F = FREQUENT

E = EXTENSIVE

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

No pavement distresses recorded. On-street facility from miles 1.6 to 1.9.

Section: Simon Kenton Trail
 Log mile: 1.9 to 2.1
 Description: Limestone St to Center St

Date: 6/25/2015
 Rated by: BKM
 # of Utility Cuts: _____

LOCAL PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY ¹			EXTENT ²			SEVERITY WEIGHT ¹			EXTENT WEIGHT ²			SEVERITY	EXTENT	DEDUCT POINTS ³
		L	M	H	O	F	E	L	M	H	O	F	E			
RAVELING	10							0.3	0.6	1	0.5	0.8	1	0	0	0
BLEEDING	5							0.8	0.8	1	0.6	0.9	1	0	0	0
PATCHING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
SURFACE DISINTEGRATION OR DEBONDING	5							0.3	0.6	1	0.6	0.8	1	0	0	0
RUTTING	10							0.3	0.7	1	0.6	0.8	1 *	0	0	0
MAP CRACKING	5							0.2	0.6	1	0.4	0.8	1	0	0	0
BASE FAILURE	10							0.6	0.8	1	0.7	0.9	1 *	0	0	0
SETTLEMENTS	5			x			x	0.4	0.7	1	0.6	0.8	1	1	1	5
TRANSVERSE CRACKS	10							0.4	0.7	1	0.5	0.7	1 *	0	0	0
WHEEL TRACK CRACKING	15							0.4	0.7	1	0.5	0.7	1 *	0	0	0
LONGITUDINAL CRACKING	5	x			x			0.2	0.6	1	0.4	0.8	1 *	0.2	0.4	0.4
EDGE CRACKING	5							0.4	0.7	1	0.5	0.7	1 *	0	0	0
PRESSURE DAMAGE/UPHEAVEL	5							0.4	0.6	1	0.5	0.8	1	0	0	0
CRACK SEALING DEFICIENCY	5							1	1	1	0.5	0.8	1	0	0	0

¹L = LOW
 M = MEDIUM
 H = HIGH

²O = OCCASIONAL
 F = FREQUENT
 E = EXTENSIVE

TOTAL DEDUCT =	5.4
SUM OF STRUCTURAL DEDUCT (*) =	0.4
100 - TOTAL DEDUCT = PCR =	94.6

³DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WEIGHT X EXTENT WEIGHT

REMARKS:

Significant settlement located at mile 2.0 including some cracking. Contra-flow bike lane on Center St to connect to Little Miami Trail.